What Is Claimed Is:

1. A method for controlling and/or regulating a d.c. converter (13) for at least two electromagnetic valves (11, 12) of an internal combustion engine in a motor vehicle in particular, each valve (11, 12) being supplied with a current that is generated by the d.c. converter (13), wherein determination is made as to when the total currents supplied to the valves (11, 12) constitute a high load for the d.c. converter (13), and if this is the case, the d.c. converter (13) is influenced in the sense of better processing of the high load.

2. The method as recited in Claim 1, wherein the currents to be supplied to the valves (11, 12) are determined as a function of the triggering provided for an output stage (20) upstream from the valves (11, 12).

3. The method as recited in one of Claims 1 or 2, wherein the high load for the d.c. converter (13) is derived from overlapping currents of different valves (11, 12).

4. The method as recited in one of the preceding claims, wherein the output voltage (U_B) of the d.c. converter (13) is increased in the case of a high load.

5. The method as recited in Claim 4, wherein the output voltage (U_B) is controlled and/or regulated to a setpoint value ($U_{Bsetpoint}$), and the setpoint value ($U_{Bsetpoint}$) is increased.

6. The method as recited in one of the preceding claims, wherein the output power of the d.c. converter (13) is increased in the case of a high load.

7. The method as recited in one of Claims 4 through 6, the increase is already made before (T1) the occurrence of the high load.

8. The method as recited in one of Claims 4 through 7, wherein the increase is terminated as soon as (T2) the high load is terminated.

9. A computer program having program commands suitable for executing a method as recited in one of the preceding claims when the computer program is running on a computer.

10. A digital memory medium including a computer program having program commands suitable for executing a method as recited in one of the preceding claims.

11. A device for controlling and/or regulating a d.c. converter (13) for at least two electromagnetic valves (11, 12) of an internal combustion engine in a motor vehicle in particular, a current generated by the d.c. converter (13) being able to be supplied to each valve (11, 12), wherein a control unit (19) determines when the total currents supplied to the valves (11, 12) represent a high load for the d.c. converter (13), and if this is the case, the d.c. converter (13) is influenced by the control unit (19) in the sense of better processing of the high load.